

## TALKING OVER THE RACES.

PLANS FOR A LOVING CUP FOR SIR THOMAS LIPTON.

NEW-YORK YACHT CLUB MEMBERS DISCUSS THE CUP CONTEST AND PRAISE C. OLIVER ISELIN AND THE IRISH YACHTSMAN.

With the destiny of the America's Cup settled on Friday for another year at least, the talk yesterday in the places where yachting men congregate was mainly of a reminiscent order.

Apart from the general exultation which was naturally felt, yachtsmen told just how it was done and wherein the Columbia was the superior of her opponent. The old adage that circumstances alter cases was never better founded than yesterday. Take the New-York Yacht Club, for instance. A week ago the general trend of the conversation among the members was of the most pessimistic description. Member after member was heard to declare, after seeing the Shamrock perform in the fluky winds of the previous week, that the Cup was bound for the other side this time. Moreover, many of them who had backed their faith in the Columbia with money did not hesitate to state that but for the feeling that it would be unpatriotic they would "hedge" their bets.

But in spite of that the most frequently used expression heard in the clubrooms yesterday afternoon and last night was, "I told you so."

After the discussions in the smoking room it would not have been imagined that the Shamrock had even the first fear.

What the feelings of some of the members may have been, it was agreed by all that there was no ground for detracting from the Lumbini's victory—that in every way she had demonstrated that she was a far better boat than her antagonist.

## NO EXCUSES FOR DEFEAT.

The same opinion was expressed by the numerous visiting Englishmen who were around the Fifth Avenue Hotel yesterday. Not one of them attempted to make any excuse for the Shamrock, or to labor after explanation for her defeat. They frankly admitted that the challenger was not in the same class as the Columbia, and that England has no such designer as Herreshoff.

Perhaps more than the contest itself, a feature of much comment was the remarkable friendliness and goodwill which characterized the fight for the Cup. Now that it is all over, people are remarking more upon this gratifying phase of the meeting between the yachts. It is safe to say that Sir Thomas Lipton to-day is the most popular foreigner in America. The singularly sportmanlike qualities which he displayed from first to last, the good feeling he has shown to his opponents and the gallant manner in which he took his defeat have earned for him the esteem and friendship of all classes of Americans.

His attitude has been in marked contrast to that of the owner of the last challenger for the Cup, and has helped to dissipate much of the bad odor in yachting circles which Lord Dunraven left behind him.

## A TESTIMONIAL FOR LIPTON.

The agreeable impression Sir Thomas has made upon every one by his straightforward, manly bearing, his unequivocal acceptance of defeat and his generous acknowledgments of the fair play and good treatment he has received in this country is taking concrete form in the shape of a spontaneous movement to present him a loving cup, to be paid for by public subscription.

The large number of prominent citizens who through their plan have already secured a substantial fund, and during the next few days a committee will be appointed to superintend the details of the movement and to arrange for the presentation of the cup.

A dinner or a reception is also to be given for Sir Thomas, but J. V. S. Oddie, the secretary of the New-York Yacht Club, said last night that no official action would be taken in the matter.

After spending the night at the Waldorf-Astoria, C. Oliver Iselin left the hotel early yesterday morning, presumably to go to his home. In morning's mail brought for him a large number of congratulatory letters, and many more similar messages came by telegraph.

## CROAKERS SET AT NAUGHT.

The signal victory of the Columbia was a source of much gratification to Mr. Iselin's friends. Mr. Iselin, it may be recalled, at the beginning of the races was made a subject of criticism by faint-hearted individuals who crooked of defeat before the battle was begun. Premature casting about for cause and effect, they came to the decision that the Columbia was doomed to be beaten because of Mr. Iselin's presence aboard. In view of Mr. Iselin's past record in Cup previous contests, such reasoning was not only illogical but absurd. But the result has demonstrated—and even the adherents of the Shamrock confess it—that the American boat was the better handled of the two, thoroughly vindicating, if ever vindication was necessary. Mr. Iselin's ability as a yachtsman and the wisdom of leaving to him the management and direction of the defender.

WELCOME IN NEW-ROCHELLE. THE COLUMBIA'S CREW CONGRATULATED—SALUTES FOR THE YACHT ON HER WAY HOME.

J. Pierpont Morgan's steam yacht Corsair, having in tow the fragment Cup defender Columbia, reached New-Rochelle at 3 o'clock yesterday afternoon and anchored at the old racing moorings in Echo Bay, near Mr. Iselin's home. The Columbia, in addition to the large American flag

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THE COLUMBIA AT ECHO BAY.

The Cup-winner Columbia parted from her owners about to leave the sheltered waters she has learned to know so well. The diversions of a yachting season, which required him to have a license with the U.S. Fish and Game Dept., were granted immediately after the race. Mr. Iselin remained in New York, however, and the Columbia was soon at anchor with a load of coal.

The crew of the Columbia came to New-York to take up the residence of their employer, and the Columbia was soon at anchor with a load of coal.

Two poor old boys, who regretted themselves so well in the Columbia's races with the Shamrock, are looking forward to getting back to their home.

The Columbia left Tompkinsville on her way to the Erie Basin, late yesterday afternoon, and was followed by the tender Plymouth, which was taking the spare parts used in the same place. The work of repairing the rig of the Shamrock will begin Monday morning.

MR. FREDERIC H. LIPSON.

Orders were left at the office of the Fifth Avenue Hotel yesterday to all the carriages to be sent up to Fifth Avenue, the designer of the Shamrock, whose illness is so great that he will, under doctor's orders, receive no one except Sir Thomas Lipton, who was expected at the hotel last night. It was in regard to this illness of Mr. Lipton that Sir Thomas spoke yesterday when he was asked about his challenge again to the Shamrock.

Mr. Lipton had a brief talk with Mr. Fife and other friends before he saw anything more than his room with rheumatism that he had no opportunity

to talk this over with him, as much as I would have liked. The case stands this way. The Shamrock is the best boat in the world, and has been wholly dependent on what my designer may be able to do to help us to see our way for another time. I will hope to see my way for another time as the case in the last in.

There were continual tootings of whistles up the river and throughout the Sound, while the fog horns at Stepping Stone Light, and Execution Rock sounded hearty salutes. The St. Alpheus, which is near the Columbia, is being used by the crew.

Soon after the yacht was moored Mr. and Mrs. Iselin and their friends were put ashore at Allaire.

Mr. Iselin, when asked last night if he intends to take the Columbia to Cannes next year for the Mediterranean regatta, said that he had made no definite plans as yet. It is rumored around the New-Rochelle and Greenwich clubs that both the Columbia and the old racer Defender may cross the Atlantic next year to compete in some of the leading races.

Mrs. Iselin is extremely well pleased over the result. When asked what she thought of the race she said, "I am quite happy over the Columbia's victory. I know she could not lose the Cup unless she had the right end of it." We were perfectly satisfied that the Columbia was the best boat. We got the weather we had been waiting for, and that was as conclusive as a hundred. Even if we did not have the right end of it, we know that the Shamrock's defeat was fair and square in every way, and that's the whole story."

## STREETCARS TO CARRY GARBAGE.

HANS S. BEATTIE WOULD ABOLISH CARTS AND HORSES AND HAVE ONLY ONE DUMP.

That the street railway system may be made use of to help solve the garbage and ashes problem in New-York, to aid in the expeditious removal of snow and ice, and to carry light freight incidentally is the newest idea. Freight of a light nature has already been carried by electric cars in other cities and in many suburban districts. In fact, to a limited extent it has been tried in Brooklyn. The proposition as regards snow and ice, ashes and garbage was agreed to by all the members of the New-Rochelle and Greenwich clubs that both the Columbia and the old racer Defender may cross the Atlantic next year to compete in some of the leading races.

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IS THE SENATOR LOST?

GRAVE FEARS EXPRESSED FOR THE SAFETY OF THE TRANSPORT BRINGING HOME SEVENTEEN HUNDRED TROOPS.

Minneapolis, Oct. 21.—The transport Senator, having on board the 1st Iowa Volunteers and other soldiers, to the number of seventeen hundred, is due at San Francisco within two or three days unless it suffered a serious accident in the typhoon which struck it soon after it left Yokohama on October 6.

News of a disquieting nature has been brought by Colonel Charles Denby and Professor Dean Worcester, the remaining members of the Philippine Commission, who are returning posthaste to Washington.

These men saw wreckage in the swell of the typhoon that crossed the track of the Senator. They saw the storm, and were caught in the edge of it. Their own boat, the Empress of Japan, a ship accounted far stancher than the Senator, suffered damage from the half-spur force of the gale. The sailors said they believed the Senator was in the centre of the typhoon. The next day a lifeboat and a span were seen floating on the frothy sea over which the typhoon had swept.

COLONEL DENBY'S ANXIETY.

"I should certainly not wish to cause needless alarm," said Colonel Denby, "but I am forced to admit there is a cause for some apprehension for the fate of the Senator. It would not be well to say at this time that the transport is lost, for that would perhaps cause needless anguish to the friends and relatives of those aboard it, but it is well the meagre truth we know should be made public."

The date of sailing from Yokohama was set for October 6, but it was not until the mean time word was received from the American Consul that a typhoon was moving northward, and would pass near the Japanese coast. Many of the American colony urged the captain not to sail the Senator out of port that day, but he told them to put away their fears, and he slipped his moorings and set off for home. The following day the Empress of Japan sailed out of Yokohama for Vancouver with Colonel Denby and Professor Worcester, and the Senator was left to the care of the Japanese.

"In 1881 an advisory committee to consider the question of street cleaning was appointed, its members including Morris K. Jesup, Professor Charles F. Chamberlain of Columbia, Francis Vinton Greene, Thatcher M. Adams and David King. I was Commissioner of Street Cleaning then, and I appeared before the committee, proposing the plan of having the garbage collected over the horsecar lines by special vans at night, from midnight to 5 o'clock. This was before the introduction of the Broadway cable. The plan would not have interrupted traffic, and was quite feasible. It received the unqualified endorsement of practical men, but nothing ever came of it. At the same time the presidents of the twenty-two horse railroads in the city were asked if the company would give the use of their tracks for such purposes. All assented, and the plan met with their approval."

Mr. Beattie says in his article:

"The shamrock has been brought up," said Mr. Beattie yesterday, "by a decision of one of the Brooklyn courts, affirming the right of a street railway company over there to make contracts with an express company for carrying light freight over its lines. The Municipal and Railway Record therewith asked me to write this article. I had the plan in mind of carrying garbage over the street railway lines some years ago, however."

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MRS. GILBERT'S BIRTHDAY.

A GIFT FROM HER ADMIRERS AND A SUPPER FROM THE COMPANY.

Mrs. G. H. Gilbert had a birthday yesterday. She was seventy-eight years old. It was also the fiftieth performance of "Miss Hobbs," in which she is now playing, that was given at the Lyceum Theatre in the evening, but that is neither here nor there. A good many of Mrs. Gilbert's admirers agreed together to give her a silver tea and coffee service, and the presentation was made at the end of the play in the evening. There was the usual recall of the company at the end of the play, and then Miss Annie Russell read the following letter:

New-York, October 21, 1899.  
To Mrs. G. H. Gilbert, Lyceum Theatre, New-York City.

Dear Mrs. Gilbert, On this, the anniversary of your birthday, a few of your many friends before the heading beg your acceptance of the accompanying silver service as a slight evidence of their regard and affection for you. During your long and honored career on the stage it is safe to say that no artist has won the respect and admiration of the public more signal and lasting than yourself. Your quantity of Marjorie and your dignified woman.

We trust that the small remembrance may give you in small part, the pleasure your acting has often given us, and that you will be gratified in finding that it is the work of your own hands. We trust that the property adjacent to them, were they removed to the treasury of the city, would be as safe in your keeping as in the care of the police. We trust that the city treasury would be the beneficiary of their removal. At the extent of less than £2000 per annum. And we trust that you will not mind any increase of expenditure as a consequence of the proposed change in the cost of caring.

FRANK H. ROSWORTH.  
DOUGLAS TAYLOR.  
EVERT JANSEN WENDELL.

Mrs. Gilbert was so much surprised—for the secret, strangely enough, had been well kept—that she could not say much in reply. She tried to express her surprise and pleasure and thanks, but the man in charge of the curtain, who seemed to be the author of the gift, would not let her speak, and when she was compelled to open again Mrs. Gilbert had a fit of relief.

After the curtain was gone the members of the company gave a supper to Mrs. Gilbert on the stage. The servers of the silver service were these: Robert Abbott, Samuel P. Avery, George F. Baker, Charles T. Barney, W. L. Barber, John C. Bissell, James B. Bowes, William Chapman, F. S. Bowes, George C. Clark, Thomas C. Clark, Frederic E. Conant, Paul D. Cravath, Frank D. Davis, John D. Draper, Charles E. French, Daniel Frothingham, Richard Watson Gillett, George J. Gould, Allan McLane Hamilton, John H. Hart, Edward King, Sherman W. Keay, Arthur Lincoln, St. Clair M. Kilway, Brander Matthews, John Milby, Samuel M. Parrish, John Clarence Foster, J. Hampden Robt. Horace Russell, Charles Schuyler, Charles Stewart Smith, William L. Sloane, Alton Starr, Douglas Taylor, John E. Tracy, Louis V. Tuck, Louis C. Tully, Frank T. Tracy, and Charles D. Tracy. Dr. Warner and Evert Jansen Wendell.

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BOYS' KID SOLE BUTTON SHOES, pink, **2.50**.

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